

Chapter 1. PURPOSE AND APPLICABILITY

1.1 Official Title and Map

This Ordinance is officially titled as the “Land Development Ordinance of the City of Salisbury, North Carolina”, and shall be known as the “LDO”. The official map designating the various zoning districts shall be titled the “City of Salisbury Land Development District Map”, and shall be known as the “District Map.”

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1.2 Purpose

This Ordinance seeks to implement the policy recommendations of the Salisbury Vision 2020 Comprehensive Plan as adopted by the Salisbury City Council on March 20, 2001. This document establishes the collective vision of how the citizens of Salisbury would like to have their city look and function by the year 2020:

- **Small Town Character and Community Identity:** *We see Salisbury as a distinct urban enclave, bordered in several directions by farms, open fields, and woodlands. As we approach the city limits, we note the dramatic change in character from the rural countryside to the urban streetscape (landscaped central median, overarching street trees, attractive streetlights) of Salisbury. We appreciate the architecture that is unique to historic Salisbury, free of the plastic, fast food franchise architecture prevalent in so many other communities.*
- **Getting Around:** *We see a community with "full-service streets" in which cars and pedestrians, bicyclists and buses are equally at home. We see streets with ample sidewalks, large trees reaching over the street, and attractive pedestrian-scaled streetlights. We see well-planned neighborhoods, designed to encourage walking from home to work, from home to the corner store, or from home to the transit stop.*
- **Environmental Quality:** *We see a community with clean air, made possible by less dependence upon the automobile, and the recruitment of environmentally compatible industry. Compared to other communities, we see more people walking, biking, or taking the bus. Our city is designed to cause less traffic congestion and require shorter commutes. We have well controlled storm water runoff with less pollution in our streams due to our smaller, landscaped parking areas and compact two and three story commercial areas.*
- **Community Appearance:** *We see a community of clean, tree-lined streets, subtle commercial signage, and buildings of architectural distinction nestled amidst properly designed and well-maintained landscaping. We see smaller parking areas with cars tucked behind landscaped walls and hedges or parked to the rear of buildings. East Innes Street has been transformed into a grand, landscaped boulevard from the I-85 interchange to the downtown. Jake Alexander Boulevard and Main Street have been developed in similar grand fashion.*
- **Historic Preservation:** *We see the entire community, from school-aged children to senior citizens, with a keen appreciation for Salisbury's rich history. There is constant attention and energy being poured into the preservation and rehabilitation of the city's historic buildings and other natural resources. We see Salisbury as a model for the state and nation, drawing visitors from far and wide to experience a living, growing community immersed in an historic setting.*

- **Downtown Salisbury:** *We see a healthy, vibrant downtown with attractive streets and well-maintained sidewalks filled with people and activity. We see a diverse array of shopping, dining, working, and cultural amenities housed in historic buildings. We see a downtown which is the social and cultural center of the community, and the first place where we want to take visitors. At night, we see streets filled with people and activity and the lights on in upper story apartment windows throughout the downtown area.*
- **Neighborhoods:** *We see safe, secure, peaceful neighborhoods in every part of the city, with litter-free streets, manicured lawns and lush gardens. We see freshly painted homes with neighbors greeting neighbors on sidewalks and front porch swings. We see families pushing baby carriages to nearby parks. We see children riding their bikes to the neighborhood corner store for a loaf of bread or a Saturday afternoon ice cream.*
- **Public Safety:** *We see a community of neighbors and business owners committed to community based policing. We see police officers on the beat, getting to know the neighborhood kids, and their parents. We see a police department which is committed to supporting the collective will and determination of the people to have a community free of drugs, violence and crime.*
- **Housing:** *We see a multitude of housing choices, ranging from single-family homes, to townhouses, to garage apartments, to apartments over downtown shops or the neighborhood corner store. We see neighborhoods with several different well-designed housing types for all incomes where the elderly, young families, singles and others share experiences and help one another.*
- **Economic Opportunity:** *We see a community of workers with good paying jobs, and a diverse local economy with employment in services, retail, manufacturing and agriculture, among others. We see workers with pride in their work and the prospect of continual advancement as they go on to develop their skills and earning power.*
- **Fiscal Responsibility and Better Services:** *We see a more compact "town" development pattern resulting in considerable cost savings to the taxpayer when compared to a sprawling development pattern. These savings have been realized through fewer miles in paved streets, shorter water and sewer lines, and more economical trash collection over shorter routes, more efficient fire protection, and more effective community-based policing, etc.*

To this end, this Ordinance embodies the principle of “Sustainable Growth.” Very simply, this means that the City seeks to accommodate and maintain population growth and economic expansion using coordinated planning and design. This principle fosters the philosophy that each development decision represents an investment in the long-term viability of the City. Thus, the commitment on the part of the City to improve, extend, and maintain public infrastructure must be coupled with a similar commitment to quality investment in all building and development.

1.3 Authority

These zoning provisions are enacted herein are under the authority of **G.S. §160A, Article 19**, which extends to cities the authority to enact regulations which promote the health, safety, and the general welfare of the community. It further authorizes cities to regulate and restrict the erection, construction, reconstruction, alteration, repair or use of buildings, structures, or land. This section authorizes the establishment of overlay districts in which additional regulations may be imposed upon properties that lie within the boundary of the district. The statutes also require that all such regulations shall be uniform for each use class or type of building throughout each district, but that the regulations in one district may differ from those in other districts.

These subdivision provisions are enacted herein are under the authority of **G.S. §160A, Article 19, Part 2** which provide for the coordination of streets within proposed subdivisions with existing or planned street and with other public facilities, the dedication or reservation or recreation areas serving residents of the immediate neighborhood within the subdivision, or alternatively, for the provision of funds to be used to acquire recreation areas serving residents of more than one neighborhood in the immediate area, and for the distribution of population and traffic in a manner that will avoid congestion and overcrowding.

1.4 Applicability

These regulations apply to the development and use of all land and structures within the corporate limits of the City of Salisbury, North Carolina and within the extraterritorial jurisdiction exercised by Ordinance and denoted on the District Map as is on file at the Salisbury Land Management & Development Department. This map and its boundaries shall be incorporated and made a part of this Ordinance.

1.5 Relation to Other Ordinances

It is not intended that this Ordinance repeal, supersede, annul, impair, or interfere with any existing easements, private agreements, vested rights or building permits previously adopted or issued pursuant to law and currently effective.

1.6 Land Development District Map Interpretation

The official map entitled Land Development District Map of The City of Salisbury, North Carolina, as adopted by the Salisbury City Council and certified by the City Clerk shall establish and reflect the official base zoning districts and all overlay districts.

The following rules shall apply in the interpretation of district boundaries and the location of centers shown on the zoning map:

- A. Boundaries shown approximately following the centerline of streets, highways, streams, creeks, rear lanes, or alleys shall follow such centerlines.
- B. Boundaries shown approximately following lot lines shall follow the actual surveyed lot lines.
- C. Boundaries shown approximately following the Corporate Limits shall follow such Corporate Limits.

- D.** Boundaries shown approximately following the Extraterritorial Jurisdiction boundaries of the City of Salisbury shall follow such boundaries.
- E.** Boundaries shown parallel to or extensions of features indicated in this Section shall be construed as such. Distances not specifically indicated on the District Map shall be determined by the scale of the map.
- F.** Where the actual location of existing physical or natural features vary with those shown on the District Map, or in other circumstances not covered by this Section, the Administrator shall have the authority to interpret the District boundaries.
- G.** Centers shown approximately at the intersection of streets shall be at the intersection of the street centerlines.
- H.** Centers shown approximately following at parks or other civic spaces shall be at the center of such areas.

1.7 Conformance with Adopted Plans

All development plans shall be in conformance with all comprehensive and small area plans adopted by the Salisbury City Council.

A. Salisbury Strategic Growth Plan

The *Salisbury Strategic Growth Plan* was adopted by the City of Salisbury in 1988 and sets forth growth policies for the city and its jurisdictional zoning areas. This was the first comprehensive plan conducted for the City since 1971.

B. Vision 2020 Plan

Adopted on March 20, 2001, the Vision 2020 Plan is a strategic growth plan marking the second phase of community planning following the 1988 *Salisbury Strategic Growth Plan*. This plan sets forth a series of visions for the community and outlines related policies aimed at attaining these visions for the year 2020.

C. Adopted Small Area Plans

All development plans shall be consistent with any adopted small area plan. Small area plans may contain any of the following elements:

- Multi-Modal Circulation Network (pedestrian, bicycle, automobile, and public transit networks)
- Green Infrastructure Network (floodplains, wetlands, lakes, streams, parks, squares, and other public open spaces)
- Location of sites reserved for Civic & Institutional buildings and uses
- General Massing and Development Intensity Pattern
- Specific Design Guidelines (in addition to those contained in this Ordinance)

D. City Street and Thoroughfare Plans

1. **Transportation Corridors to be Preserved:** Where a development proposal includes any part of a City street or thoroughfare which has been designated as such on the official comprehensive plan map adopted by the City, the North Carolina Department of Transportation, or Rowan Metropolitan Planning Organization (MPO) or as part of any Transportation Plan adopted by the City of Salisbury, a right-of-way shall be platted in the location shown on the plan at the width specified in this Ordinance.
2. **Bicycle and Pedestrian Facilities:** All plans shall incorporate bicycle and pedestrian facilities, which are designed to connect with similar planned or existing local or regional facilities as shown on official plans and maps of the City of Salisbury, or neighboring municipalities.

E. Variations to Adopted Plans

Specific alignments, locations, or areas of public facilities noted in any adopted plan may be varied on a site by site basis as requested by the developer by the Administrator provided the integrity of the proposed network and connections, location, or area shown in the plan are maintained.

1.8 Fractional Requirement Interpretation

When any requirement of this Ordinance results in a fraction of a unit, a fraction of more than one-half or more shall be considered a whole unit and a fraction of less than one-half shall be disregarded. When the determination of the number of dwelling units permitted on a lot results in a fraction of a dwelling unit, a fraction of one-half or more shall be considered a dwelling unit and a fraction of less than one-half shall be disregarded.

1.9 Previously Approved Group Development Plans

The requirements of any group development plan approved prior to the adoption of this Ordinance shall remain in full force and effect.

1.10 Lots of Record

Existing parcels, platted prior to the adoption of this Ordinance and identified by Rowan County with a tax map & parcel number, shall be considered a lot of record. Development upon the lot of record shall comply with the standards and provisions of this Ordinance.

1.11 Effective Date

These regulations shall become effective on _____. Upon adoption, these regulations shall annul and supersede Appendix-A (Subdivisions), as amended and adopted on June 20, 1972, and Appendix-B (Zoning), as amended and adopted on June 22, 1972, of the City of Salisbury Code of Ordinances.